
Site Address:	3 London Road, Purbrook, Waterloooville		
Proposal:	Proposed change of use of site to vehicle washing facility (sui generis).		
Application No:	APP/20/00212	Expiry Date:	06/05/2020
Applicant:	Mr Ferati		
Agent:	Mr Tutton	Case Officer:	Tina Pickup
	Robert Tutton Town Planning Consultants Ltd		
Ward:	Purbrook		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site relates to a currently vacant, open and hard cored parcel of land located on the western side of the A3 London Road in Purbrook. It lies south of number 3a, a single storey retail unit, Time4Nutrition, and opposite the newly constructed McCarthy & Stone development. The site is bounded on its north, eastern and southern boundaries by green palisade fencing and there is currently a white portacabin located against the rear western boundary. Immediately to the south is an area, also enclosed by green palisade fencing, which is currently used for the display of cars for sale - the application site excludes this southern section. The western boundary comprises close boarded fencing and abuts the residential cul-de-sac running to the rear, Marrels Wood Gardens.
- 1.2 To the south of the site is the Ladybridge Road roundabout where there is a copse of woodland trees that are subject to a Tree Preservation Area Order. Marrels Wood Gardens serves a small residential development and the Church and Vicarage to the north. Both St John's Church and No.7 London Road, the former Victorian School building, are Grade II Listed Buildings and fall within St John's Conservation Area which abuts the site to the west.
- 1.3 The surrounding area is generally mixed with both residential properties opposite and behind, aswell as other commercial and retail uses opposite. The site lies within the defined Purbrook Local Centre in the adopted Core Strategy Plan, policy CS4, and also remains within the Local Centre as identified by the emerging Local Plan 2036, policy C6.
- 1.4 The existing vacant open nature of the site has a neutral impact on the character of the area generally and adjacent Conservation Area. The site forms part of a wider area that has a considerable planning history, none of which has been implemented. The site was formerly used for car sales (sui generis use) which is understood to have ceased in September 2019. There are double yellow lines outside the application site, but there are short stay parking spaces on the eastern side of London Road. The gates to the site have been recessed back to ensure a vehicle is clear of the highway when entering if the gates are closed.

2 Planning History

99/54617/001 - New car sales area to south of existing sales building, change of use of florists shop to car sales office and use of adjacent timber building as a store, TPP,08/10/1999

90/54617/000 - Replacement illuminated pole and canopy signs, new illuminated pump island spreader units and replacement non-illuminated shop and car wash signs., ZHIS,10/05/1990

05/54617/002 - Erection of 9 No. 3 bed houses and 2 No. 2 bed flats with associated car parking, utilising a new vehicular access to London Road., WD,06/05/2005

05/54617/003 - Demolition of the existing buildings on site and erection of 8No. 3 bed dwellings and 2No. 2 bed flats with associated bin and cycle storage together with car parking utilising a new vehicular access to London Road. (Revised Submission), REF,09/09/2005

05/54617/004 - Demolition of the existing buildings on site and erection of 7No. 2 bed dwellings and 2No. 2 bed flats with associated bin and cycle storage together with car parking utilising a new vehicular access to London Road. (Revised Submission), WD,04/08/2006

08/54617/005 - Erection of 1No. A1 retail unit, car parking and associated works., REF,10/11/2008

APP/10/00296 - Erection of A1 retail unit with 3No. residential dwellings above and associated works., PERM,14/03/2012

APP/13/01015 - Discharge of Condition No. 9 of Planning Permission APP/10/00296., PERM,07/01/2014

APP/13/01039 - Discharge of Conditions No's 2, 3, 4, 6, 12, 13, 15, 20 & 22 of Planning Permission APP/10/00296., SPL,14/01/2014

APP/13/01056 - Discharge of Condition No/s 23, 28, 29 and 30 of Planning Permission APP/10/00296., PERM,15/01/2014

APP/13/01133 - Discharge of Condition No. 11 of Planning Permission APP/10/00296., PERM,09/01/2014

APP/14/00045 - Discharge of Condition No. 12 of Planning Permission APP/10/00296., PERM,13/03/2014

APP/14/00129 - Application for non-material amendment to Planning Permission APP/10/00296 relating to re-positioning of residential refuse store away from western boundary., PERM,10/04/2014

3 Proposal

3.1 Proposed change of use of site to vehicle washing facility (sui generis).

3.2 It is intended to use the site for a "drive-through" style hand car wash facility - vehicles would enter the site via the existing vehicular access, select one of two lanes and proceed forward for stages of wheel washing and pre-spray onto the full washing area. If internal valet is required vehicles would pull over into 1 of 3 vacuum and valet bays located against the northern boundary. There are 3 additional cleaning bays in the centre of the site for overflow Hoover bays or for customers who wish to leave their vehicles.

3.3 It is proposed to use two Interpump T8.90.2 pressure washers, and a CVS1-4 vacuum cleaner. The pressure washers are to be housed in the portacabin, for noise reduction, and the vacuum cleaner in the north east corner with acoustic foam. During the course of determining this application an acoustic report was prepared and submitted by Airtight Noisecheck. A Transport Statement prepared by Bright Plan also supports the application.

- 3.3 The proposal would involve re-siting the existing portacabin on the site, to the north-western corner; removing the existing recessed entrance gates and replacement with recessable bollards; the existing hard core surface would be tarmaced with provision of an oil interceptor with french drains; the siting of a line of native trees within planters along the London Road frontage and southwest corner. It is proposed to operate between 8:00am and 6:00pm Monday to Saturday and between 9:00 am and 5:00pm on Sundays and Bank Holidays. It is anticipated that the use would generate 3 full time and 3 part time jobs.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS4	()
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
DM20	(Historic Assets)
AL1	(Presumption in Favour of Sustainable Development)
AL3	(Town, District and Local Centres)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Havant Borough Pre Submission Local Plan 2036

E22	(Amenity and pollution)
E24	(Contamination)
E20	(Drainage infrastructure in new development)
E1*	(High quality design)
E13	(Historic environment and heritage asset)
C6*	(Local centres, local shops and services)
IN3	(Transport and parking in new development)

Emsworth Neighbourhood Plan Post Examination Version 2020

N/a

Listed Building Grade: Not applicable.
Conservation Area: St Johns

5 Statutory and Non Statutory Consultations

Arboriculturalist

I have no objection to the proposal however I would not want to see any leaching of liquids into the verge adjacent to Marrels Wood Gardens so drainage is important. The trees along the verge aren't of particularly good quality from what I can see from the photos, but nonetheless they form a green barrier.

Conservation Officer

The application site is located on west side of London Road in Purbrook. It comprises a forecourt for a car sales room. The site shares a boundary with the St John's Conservation Area on the west and south boundaries. There is also a Grade II listed building, No. 7, adjacent to No. 3a London Road and St John's Church just further north of this. Opposite the road, is a new McCarthy and Stone development of apartments.

Legislation:

When assessing the proposal, the following legislation and policy context is taken in consideration.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area. Policy CS16 (1a) of the Core Strategy states 'Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

'Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site'.

Policy DM20 of the Allocations Plan states that development proposals must conserve and enhance the historic assets of Havant.

Assessment:

Given the proximity of the application site to designated heritage assets and to accord with Policy DM20, a Heritage Statement which outlines the significance of such heritage assets and how the proposal will impact that significance, should be provided prior to the determination of the application. Once this has been submitted, further comments on the application can be provided.

Conclusion – Holding objection subject to the submission of a heritage statement

Conservation Officer - on amended details inc heritage statement

The proposed site is located in a sensitive position in terms of the historic environment. It is located directly adjacent to the St John's Conservation Area (bordering on two sides) and in close proximity to two listed buildings, which lie to the north.

The area to the west of the site is Marrelswood gardens which comprises a modern residential cul de sac, adjacent to an area of woodland.

Historically, the core of the Conservation Area is the London Road frontage containing three buildings – the Parish Church, the Victorian First School and the Methodist Chapel. The first two are statutorily listed buildings, but the Methodist Chapel (now serving as a church hall) although of a later date and style, contributes equally to the

streetscene with its restrained front gabled elevation to London Road. It thus forms part of an important group, together with the other two principal buildings on this frontage to London Road.

South of the Victorian School (now used as a play school), the quality of the streetscene dissolves, with a utilitarian shed style commercial building (subject of this enquiry) next door and the site of the former petrol station which is now a car sales forecourt. The boundary of the Conservation Area skirts to the west of these two sites. The area is an active, mixed commercial and residential neighbourhood centred upon the London Road.

Whilst it is not within the conservation area, the site in question is prominent given its site area and street frontage presence. The proposal is to use the site for a car wash facility. The existing portacabin on site would be relocated to the northern corner of the site. The application site is currently screened from the west boundary of the conservation by a fence and semi-mature vegetation. As such no different impact is expected on this side of the conservation area.

The Planning, Design and Heritage Statement advises that the London Road frontage would include a new planting scheme to soften the appearance of the development within the streetscene. No details of the type and nature of planting have been provided thus far.

Conclusion

No further buildings are proposed on the site and the relocation of the portacabin to the north-west corner will make it less prominent in the context of the streetscene and wider conservation area. Following officer feedback that the application did not include a heritage statement in accordance with Policy DM20 of the Local Plan (Allocations), the Planning and Design Statement was amended to include a heritage statement. Whilst this lacks details, it does recognise the designated heritage assets which may be affected and make reference to the relevant heritage related local plan policies. The site is not within the CA and therefore only has potential to affect its setting which forms part of the significance of the conservation area. Given that no new structures are to be erected as part of the proposed scheme, the views of the nearby listed buildings would be unaffected. The use of the site would not be ideal long term however, it is recognised that it is within a mixed residential and commercial area and a planting scheme is proposed to enhance the quality of the street frontage.

Overall therefore, subject to a condition being included for further details of the planting scheme to be submitted and agreed, no objection is raised.

Southern Water

The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised.

- No development or new tree planting should be located within 3 metres on either side of the external edge of the public sewer.
- No new soakaways should be located within 5 metres of a public sewer.
- All existing infrastructure should be protected during the course of construction works.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Southern Water requires a formal application for a connection to the public surface water sewer to be made by the applicant or developer. Informative requested.

Land uses such as general hard standing that may be subject to oil/petrol spillages

should be drained by means of appropriate oil trap gullies or petrol/oil interceptors. Areas used for vehicle washing should only be connected to the public foul sewer upon receipt of trade effluent discharge licence.

Trade Effluent application process for non-household (NHH) customers has changed since April 2017. In order to apply for a consent, you will need to engage a Retailer and submit the application through them. All charges for the trade effluent application and ongoing billing will be through the Retailer. Southern Water (SW) is still the owner of assets (Wholesaler), but all administrative or billing matters are conducted by the Retailer of your choice as SW did not enter the Retail market at this point in time. Link to the Open Water website provided.

Once we have received an application via your appointed water retailer, we have 2 months to issue a consent or refuse the application. Any permit/consent to the environment e.g. lakes/rivers/streams should be made by the discharger to the EA.

Southern Water - on additional drainage details

The comments in our response dated 01/04/2020 remain unchanged and valid for the amended details

Engineering/Drainage

None received

Environment Agency

We have **no objection** to the proposal as submitted.

Advice to the Local Planning Authority and Applicant

With respect to groundwater, this site is unlikely to drain the ground, due to the low permeability of underlying strata. The chalk aquifer in this area of Source Protection Zone 1c is located beneath a significant thickness of very low permeability London Clay, and therefore should be isolated for activities at the surface. As such it is unlikely there will be significant groundwater risks associated with the proposed activities. However, we do note that there is a lack of specific details on the discharges arrangement at this site.

We can confirm that drainage from the site would be classed as trade effluent, and should not be disposed to surface water systems (either mains or private).

We would also agree with the comments from the Environmental Control Officer, Jonathon Driver, that efficiency of any oil interceptors is likely to be compromised if detergent is present in site drainage. As a result it may cause pollution if it enters the surface of groundwater from site drainage. As such, drainage from vehicle wash down areas using detergents should only be discharged to the public foul sewer system.

Environment Agency - on additional drainage details

We have no additional comments to make following our previous response

Environmental Health Manager - Amenity team

Initial response -

I have read the enclosed documentation provided by the applicant and can comment that, at this time, I would recommend refusal of this application. The reasons for this are as below:

There is residential accommodation within 15 metres from each boundary to the west of, and also to the east of this property. Therefore, from an Environmental Health perspective, any business of this nature could lead to a detrimental loss of amenity and potentially nuisance, to nearby residential properties due to noise and general disturbance.

There is no detail regarding existing background noise levels and what potential impact

to these background levels and to nearby residential receptors, such an operation may have. I note in the submitted Planning Design & Access Statement that dB ratings are given for the vacuum cleaner at 3 metres and pressure washer units at nozzle. No indication is given as to actual noise levels when the water from the pressure washers impacts for example, with the vehicle body panels and under the wheel arches. I would require an acoustic assessment to be provided to show that the rating level of any plant & equipment and the use of such, as part of this development, will be at least 5 dB below the existing background levels. The assessment must be carried out by a suitably qualified acoustic consultant / engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound. This would be in order to safeguard the amenities of nearby residential receptors. Furthermore there is no indication as to what external lighting is proposed to be installed for security purposes when the site is closed, nor for working lighting during winter months. An external lighting scheme would be required to be submitted, with details indicating location, height, type and direction of light sources and the intensity of illumination, to ensure no nuisance impact to nearby residential receptors.

Environmental Health Manager - following submission of acoustic report

I have read the acoustic report carried out by Airtight & Noisecheck Limited and can comment as follows:

The conclusions reached by the acoustic consultant, are that if certain measures are implemented, that there should be no impact on any of the nearby residential receptors.

These measures include installing the jet wash units inside the on-site cabin, siting the vacuum cleaning operation east of and adjacent to the above cabin, and to fit acoustic foam to the vacuum cleaner casing.

I would therefore ask that the following conditions be included if Planning permission is granted for this application:

Condition 1:

That all the mitigation measures as described in the Acoustic report carried out by Airtight & Noisecheck Limited dated 22/3/2020, be implemented prior to any business being conducted on site.

Reason: To ensure no noise impact, as advised in this report, on nearby residential receptors.

Condition 2:

The premises shall only be open for trade or business between the hours of 0830 - 1800 Monday to Saturday and 1000-1600 on Sundays and Bank Holidays.

Reason: To protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Condition 3:

No floodlighting or other form of external lighting scheme shall be installed unless it has been approved by the Local Planning Authority. Such details shall include, Location, height, type and direction of light sources and intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

Reason: To protect the occupants of nearby residential properties from light disturbance / nuisance.

I would also ask that an **informative** regarding hours of work during construction phase is added to any future decision notice

Environmental Health Manager - Contamination team

Drainage / Pollution

The Site Layout indicates that an arrangement of French drain(s) will collect surface water and communicate runoff to an 'interceptor' unit which discharges to 'existing site drainage'. The proposals are unclear on whether it is proposed to discharge the site runoff (comprising surface water + trade effluent washwater) to the public Foul Sewer, or Surface Water Sewer.

Southern water point-out that discharge to foul would require a trade effluent discharge licence. It is less clear whether discharge to public Surface Water system would require a discharge consent (from the environment agency) for discharge to the public surface water system (via the proposed 'interceptor' unit), but it should be noted that the surface water system discharges to the culverted "Wallington South" watercourse just 150m south of the development. This watercourse is a statutory main river, running in open channel at around 200m from the site (i.e. within a short distance).

The application documents do not specify an interceptor unit type or size, and does not include any manufacturers information about the proposed unit. It is not generally recommended to run detergent-containing water through an oil interceptor, as this will increase the efficacy of retention (encourage washout). From a pollution perspective, I would favour a drainage arrangement which discharges washwater to public foul system under a trade-effluent arrangement, via an oil-trap gulley to guard against the low risk of bulk release (e.g. from a low speed collision, or serious mechanical failure of a visiting vehicle). The Wastewater Treatment works are considered to be a more appropriate destination for effluent containing detergent, suspended solids, and organic contaminants (than is a local river).

The current proposals are considered to be too vague on the drainage strategy. This could be managed either;-

i) by means of a pre-commencement condition requiring approval of a detailed drainage scheme (note, I would recommend that both the EA & LLFA be included on the consultee list when the applicant seeks to discharge), or

ii) by means of a restrictive condition requiring the preferred drainage arrangement described above (i.e. to public foul via oil-trap gulley), or,

iii) by requiring a detailed scheme prior to approval of the application - either by negotiating an extension of determination period, or following refusal or withdrawal, within a revised proposal. I would recommend that the EA & LLFA are included on the consultee list when the detailed scheme is received)

I also note the comments of the Arboricultural consultee with respect to the protection of the vegetative screen. Drainage is not the only potential source of harm to the planting - overspray of detergent containing water could be phytotoxic, or simply overspray of water in summer could lead to increased 'burning' of low foliage - as a result of solar lensing (through droplets). Given the noise objection (which may result in a need for screens), it may be appropriate to consider screening for over-spray to protect boundary planting.

Transport Assessment ('TA') & Air Quality

The TA uses the TRICS database to estimate the vehicle sales trips associated with the currently consented land use, and the trips likely to be associated with a car wash operation of a broadly equivalent scale to that proposed.

This assessment has shown that the net change in vehicular trips associated with the site will be +39 vehicle-trips/day, postulating that a non-negligible proportion of trips will be already present on the local road network (i.e. that trips will be linked with trips to other local services, diverted from other local facilities, or pass-by trips en-route to other destinations. I would agree that this is likely, and that in terms of both local emissions and the impact on local air quality, the change would be *negligible*.

I note that a public respondent has made reference to the perception of London Road

being busier now than ever - for context I have checked the available traffic count figures, and can confirm that the at the nearest count point the volume of traffic using the A3 London Road has decreased by >10% since the year 2000 (traffic volume change is -10% relative to yr. 2000 volumes), with a reasonably steady decline year-on-year.

This suggests that it is reasonable to assume some 'headroom' with regards new traffic demand, and would apply both in terms of emissions, and traffic volumes for highways considerations.

I would also anecdotally note that the proposed boundary screen planting (native trees in planters) would represent a marginal improvement to the present arrangement, offering a limited 'pollutant filtering & absorption' service. This element is considered to be marginally beneficial to local air quality, and so serve to offset to a small degree the additional emissions associated with the positive net change in trips associated with the development.

I have no air quality / emissions concerns

Following submission of further drainage details:

supplier's website is pretty short on technical detail on sizing & efficacy. In particular, I'm unclear on how the unit prevents onward transmission of LNAPL fuels & oil – it's not a petrol forecourt, so risks of oil release are similar to those from highway drainage, so I'm reasonably comfortable to take the manufacturers statements at face-value.

The applicant has specified a size, which seems reasonable given the scale of the operation, with three stage interceptor tank which would be very good practice. I also see that the Rev. F site plan confirms connection to foul system, so happy to support the application on the basis of those details

No indication as to whether it is intended to install washwater recycling system which would allow operation when water use restrictions are in place, and would obviously be desirable from a sustainability perspective, but not compulsory.

Hampshire Highways

The application is supported by a Transport Statement (Bright Plan – February 2020). The application site is currently vacant, but most recently used for a car sales business which ceased in late 2019.

The application site is currently served by two points of vehicular access directly to/from London Road.

In order to inform the assessment and full PIA study is included for the most recent 5-year period within the vicinity of the application site.

Following review of the data, Highways Development Planning is satisfied that there are no existing accidents trends within the vicinity of the site that this proposal would likely exacerbate.

The proposed facility would utilise the existing northern access for both access and egress from the site with the existing southern access not being utilised.

In regard to access and internal layout, the application is supported by vehicle tracking demonstrating that the access is of sufficient geometry to allow two vehicles to access and egress concurrently and the internal layout allows for vehicles to traverse and manoeuvre within the site in a safe and efficient manner.

The application is also supported by drawings demonstrating that the required vehicular visibility splays can be achieved at the proposed access.

Whilst HBC would need to determine that the levels of parking provision proposed falls in line with adopted standards in their capacity as local parking authority, the proposed land use is sui genesis and in line with this the applicant has undertaken a parking

accumulation study in order to determine the likely levels of operational parking provision required.

The parking accumulation data is based upon trip rate data obtained via an interrogation of the TRICS database. The TRICS dataset utilised has been provided and review would confirm that the data is sufficiently representative and robust in this regard.

There are no concerns raised in regard to traffic generation from the proposed use either when considered against the previous site use or indeed the proposal in isolation and the data would suggest that the proposal is provided with sufficient on-site operational parking capacity for the operation to function without any undue harm upon the safety and efficiency of the local highway network in this location.

In line with the above, Highways Development Planning raise no objections to this proposal.

Suitably worded conditions relating to the maintenance of the vehicular visibility splays for the lifetime of the development and for the southern existing access kerb to be reinstated should be attached to any planning permission that may be granted.

Officer Note:

The southern access referred to is outside the red line application site and would remain to serve the southern car sales business which is unaffected by this proposal

Local Lead Flood Authority

As a minor application it is not part of our remit to comment on this application at this time. However, please direct the applicant to our website:

<http://www3.hants.gov.uk/flooding/hampshireflooding/drainagesystems.htm> for further information on recommended surface water drainage techniques.

However, we would agree with the views put forward in the letter from Environmental Health and strongly recommend a drainage arrangement which discharges washwater to public foul system under a trade-effluent arrangement. The applicant should discuss the discharge rate with the asset owner and design the drainage system accordingly

Natural England Government Team

None received

Portsmouth Water Company

The site lies on London Clay Bedrock, beneath which is the Portsdown Chalk Formation, which is classified as a Principal Aquifer. The site lies in a Source Protection Zone One C (SPZ1c) for the Havant and Bedhampton Springs; an essential Public Water Supply source. The chalk aquifer is confined and may be impacted by deep drilling activities.

Portsmouth Water have no adverse comments on the development. The proposed development is low risk to groundwater quality, owing to confinement of the Principal Aquifer by >12 metres of clay. Furthermore, no deep drainage or infiltration is proposed, surface water runoff will drain via an oil interceptor to main sewer. This is acceptable to Portsmouth Water in relation to groundwater protection.

Portsmouth Water would like to be further consulted if there are any alterations to the surface water drainage proposal.

Traffic Management

The Traffic Team have no adverse comment to make

6 **Community Involvement**

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 16

Number of site notices: 3

Statutory advertisement: 20/03/2020

Number of representations received: 1

Comment	Officer Comment
1 letter of objection has been received:	
The proposal mentions the 'two closest dwellings (nos.1 and 6 Marrels Wood Gardens) stand 16 and 19 metres stand up-wind to the west/northwest of the site, with an access road and a high boundary hedge between'. Although in actual fact my house is probably the closet residential dwelling, being immediately across the road, approximately 10 metres away, with no barrier other than the road in-between.	Noted and agreed - see section 7
I am obviously concerned by the amount of noise that it may emit, and the hours this would happen, particularly when 'The proposed enterprise would operate from 8.00am-6.00pm Monday-Saturday, and 9.00am-5.00pm on a Sunday or Bank Holiday.' The proposal mentions 'vehicles be vacuumed (if required) near the northeast corner of the site, to the east of the relocated portacabin (ie 29 metres to the east of no.6 Marrels Wood Gardens)'. However, my house would be approx, 15 metres from this location.	Noted - see section 7 & proposed hours
Regarding access and traffic, this access point hasn't been used much since the garage was located on the site a few years ago. Then, when the road was not as busy as it is now, there were numerous accidents from cars exiting the site. I recall on more than one occasion helping a cyclist and motorcyclist while waiting for the ambulance to arrive. The previous	Noted - see section 7

business until late last year used the entrance further south on London Road where the access has better visibility entering and exiting than the proposed access. I believe also that when the McCarthy and Stone development was going through planning prior to its building, that initially their entrance was proposed to be on London Road, but they changed their plans to put the entrance on Stakes Road as it was considered too dangerous to have access directly onto London Road. This proposal 'would not detract from the existing street-scene', although I would say it would certainly not improve what is a fairly historic small village in a partial conservation area and indeed since the residential development by McCarthy and Stone, the area is far from being 'characterised by commercial premises in a variety of formats, styles, and plot sizes (see aerial photograph on cover page). Finally I would also say that there are already adequate car wash facilities within easy reach from this location, at Widley about half a mile South and I believe a few locations in Waterloooville, a mile to the North so really don't see the need for more. Rather than add to employment prospects, I would think it more likely this would put another out of business.	Noted - see section 7 Competition and business need are not valid planning considerations
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7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area, and Conservation Area
- (iii) Impact upon residential amenity
- (iv) Highways and parking
- (v) Drainage
- (vi) Trees

(i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The use of the currently vacant parcel of land as a car wash facility would provide a service for

local residents, supporting the vitality and viability of the Purbrook Local Centre in accordance with policy CS4, as well as providing a modest employment opportunity. It is also noteworthy that the proposal relates primarily to a use of land, there is little operational development involved and as such the land would still be available for alternative uses or development in the future. Overall the principle of the use is considered acceptable, subject to detailed considerations of any possible adverse impacts, as considered below:

(ii) Impact upon the character and appearance of the area, and Conservation Area

- 7.3 The site was a former car sales area and the proposed use for a car wash and valet business is not considered to be significantly different in terms of character. Other than the re-siting of the portacabin, installation of drainage, re-surfacing/markings out and addition of trees in planters, the site would largely remain open and undeveloped. The appearance of the site would be improved with the proposed planters and overall the open character of the site would remain appropriate to the streetscene.
- 7.4 The site does however abut St Johns Conservation Area which lies directly to the west and there are 2 Listed Buildings to the north. There is a close boarded fence on this western boundary with a narrow row of trees/shrubs outside the application site on Marrelswood Gardens side that provide some screening. The character of the site would remain open, and no new structures would further impact the existing setting of the Conservation Area and views of the Listed Buildings would be unaffected. Overall it is considered that the use would continue to preserve the character of the Conservation Area and be compliant with policies CS11, CS16 and DM8 of the Havant Borough Core Strategy 2011 and policy DM20 of the Havant Borough Local Plan (Allocations) 2014.

(iii) Impact upon residential amenity

- 7.5 In terms of potential noise emissions, the main two contributors to this would be 2 x jet pressure washers and a vacuum. The pressure washers are to be housed within the re-located portacabin with the hoses running out to the car wash area. The vacuum would be sited adjacent to the cabin, on the northern boundary and it is proposed to install acoustic foam to the vacuum system. The submitted acoustic report analysed the noise generated by the jet washers and vacuum, both individually and combined, relative to the background noise levels to both the west, Marrelswood Gardens, and to the east. For all scenarios the noise levels were below background and as such the report concludes that the proposal would not have any adverse impact on nearby receptors i.e. residential properties in both directions.
- 7.6 Environmental Health have been consulted on the acoustic report and, provided implemented in accordance with the submitted details, concur with the findings, and recommend conditions. They recommend limiting the hours of operation to between 0830 and 1800 Monday to Saturdays and between 1000 and 1600 on Sundays and Bank Holidays. This is less than the requested hours of operation (8:00am and 6:00pm Monday to Saturday and between 9:00 am and 5:00pm on Sundays and Bank Holidays) but is also consistent with the approved hours for a similar car wash facility in similar surroundings at 19 London Road, Widley (APP/17/00014 refers). A third party objection has raised concern over noise, and its duration, and to help protect the amenity of neighbours it is recommended that the reduced hours, which are generally more reasonable and would offer greater quiet times, particularly on Sundays and Bank Holidays, are conditioned. The agent has been notified of this intention.

(iv) Highways and parking

- 7.7 The proposal involves the removal of the existing recessed access gates and replacement with recessable bollards. Otherwise it is the existing access point and dropped kerb that would be re-used. Within the site a double laned circulatory system would be in operation, enabling several cars to arrive and be washed simultaneously. The submitted Transport Statement indicates that the site could in theory accommodate up to 24 vehicles, but the expected maximum customers on site at any peak time would only be 12. The TRICS assessment indicates that there would be an increase in daily vehicle trips by 39 movements. The London Road has a 30mph speed limit and visibility splays of 2.4m x 43m can be achieved in both directions.
- 7.8 Hampshire Highways have been consulted on the application and considered the Transport Statement and 5 year Accident Data and raise no objection to the proposal. In terms of on site parking for staff, at least 5 spaces are provided and given the likely staff numbers are 3 full time and 3 part time, this is considered sufficient. The site also lies on the main A3 bus corridor and is easily accessible by public transport.
- 7.9 Overall the access and parking arrangements have been supported by a robust transport statement that demonstrates no harm to the safety of the local highway network and adequate on site parking. The proposal is therefore considered compliant with policies DM12 and DM14 of the Core Strategy.

(v) Drainage

7.10 Southern Water note the potential for oil/petrol spillages and request that the site be drained by appropriate oil trap gullies or petrol/oil interceptors. Southern Water and the Environment Agency also advise that the vehicle washing area should only connect to the public foul sewer and will need a trade effluent discharge licence. It is proposed to use French Drains connected to the existing foul sewer pipe (that runs east-west through the site, from the present cabin) and taken to the main sewer in London Road, via a Morclaen MWB3000 3-stage interceptor tank, near the centre of the site.

7.11 These details are shown on the amended site plan and Environmental Health have confirmed are appropriate for the scale of the enterprise and are supportable. The requirement for a trade effluent discharge licence falls outside planning legislation, but an Informative can be added.

(vi) Trees

7.12 The TPO Woodland Order is on the trees north of the Ladybridge roundabout which fall outside the application site; there is also a TPO'd tree in Marrels Wood Gardens, but all these protected trees would be unaffected by the proposal. The line of small trees in the MarrelsWood Gardens verge that abut the site are not protected and are not of good quality, but effective and important in their role as screening. The Arboricultural Officer notes any leaching of liquids should be avoided and the proposed drainage scheme should avoid this.

8 Conclusion

- 8.1 It has been demonstrated through the submission of an Acoustic report and Transport Statement that the use would not give rise to noise levels above background, and the associated vehicular movements would not be harmful to highway safety. The proposed use would provide a service for the local centre and modest employment

and would continue to preserve the character of the Conservation Area. Overall the use of the land is therefore considered acceptable and with appropriate conditions re hours and drainage, can be supported and is recommended for planning permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00212

(A) subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Planning, Heritage, Design & Access Statement by Robert Tutton Town Planning Consultants Ltd dated 7 May 2020
Transport Statement by Bright Plan dated February 2020
BS4142 ACOUSTIC TESTING REPORT by AIRTIGHT & NOISECHECK LIMITED dated 22nd March 2020
Pressure Washer details - Interpump T8.90.2 jet washers
Vacuum details - Central vacuum CVS1-4 with acoustic foam
Morclean Washbay Below Ground Interceptor brochure
Interceptor specification detail s- 3 stage, model MWB 3000
Site and Location Plans Drawing No. SD-2019-01 Rev F
Existing and Proposed Streetscenes Drawing No. SD-2019-02 Rev A
Statement of Operation

Reason: - To ensure provision of a satisfactory development.

- 3 The premises shall only be open for trade or business between the hours of 0830 and 1800 Monday to Saturdays and between 1000 and 1600 on Sundays and Bank Holidays.

Reason: To protect the amenities of nearby residential properties and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 All the mitigation measures as described in the Acoustic report carried out by Airtight & Noisecheck Limited dated 22/3/2020, shall be implemented in full prior to any business being conducted on site. All such measures shall thereafter be retained and maintained in perpetuity.

Reason: To adequately protect the amenities of nearby residential properties from noise and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 No flood lighting or other form of external lighting scheme shall be installed unless it has been first approved by the Local Planning Authority. Such details shall include, location, height, type and direction of light sources and intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.
Reason: To protect the amenities of nearby residential properties from light pollution and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 6 The native trees in planters, as shown on the approved plans (Drawing no SD-2019-01 Rev F) shall be provided on site prior to the use hereby approved first commencing. Each tree and planter shall have an initial combined height of at least 1.5m and spaced at 2m intervals. Any trees and planter that is removed, uprooted, destroyed, dies or becomes severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by a native tree in planter of similar size and species to those originally provided.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 7 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, fences or other means of enclosure and planter positions at the road junction shall be set back to the sight lines of 2.4m x 43m as shown on Drawing No 2020-6164-02 contained within the Transport Statement by Bright Plan, dated February 2020 and these visibility splays shall be kept free of obstruction at all times.
Reason: In the interests of highway safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.